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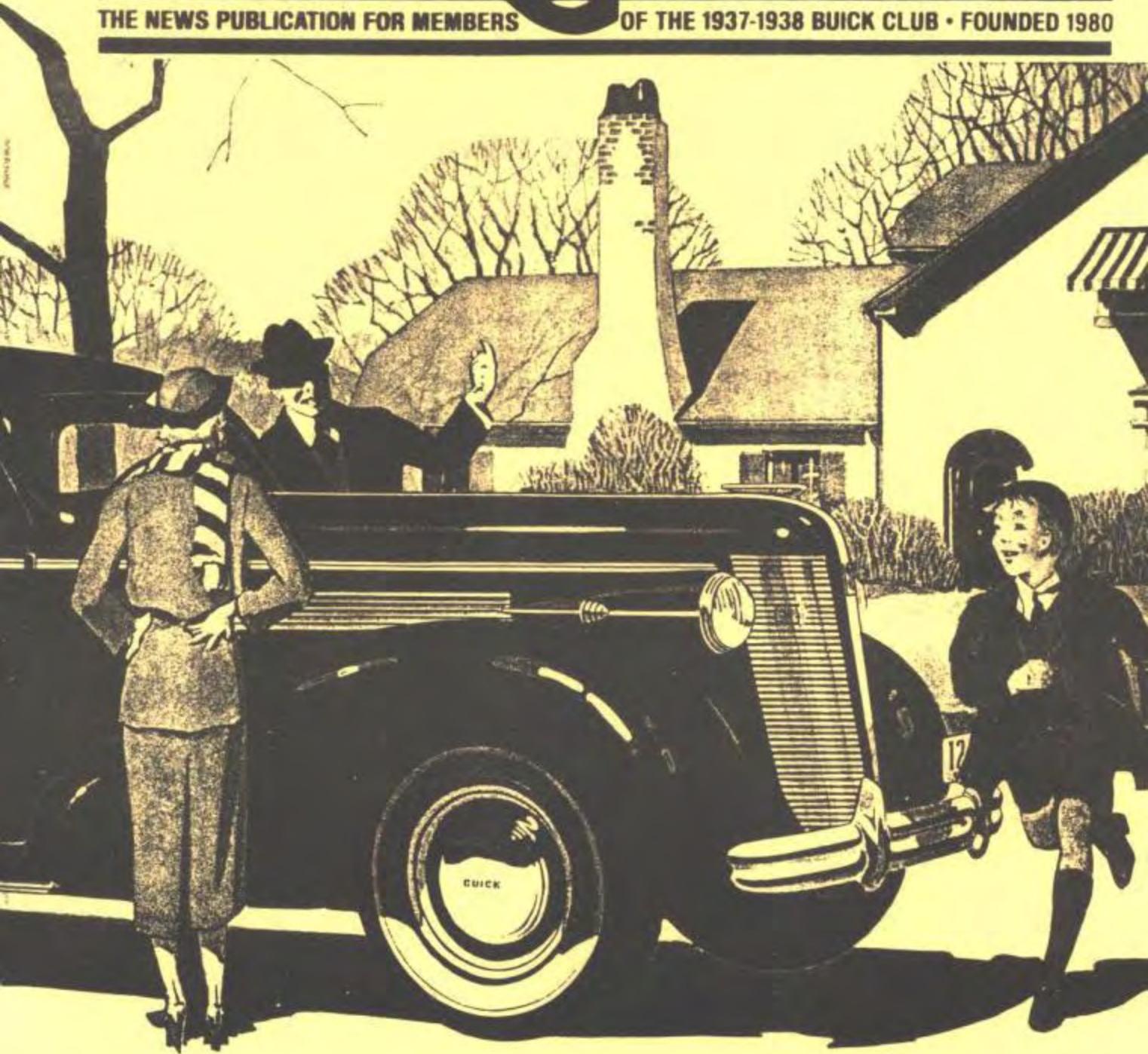
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THE **TORQUE-TUBE**

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IX • Number 2



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Volume IX, Number 2

October 1990

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Club News

As of October 20, 49 members had not renewed their memberships, out of a total of about 420 at the end of August. Despite the increase in dues (about which I have heard only one complaint), that is probably the best re-enlistment rate we have ever had. Four or five years ago, as much as one-third dropped out each year, but new members always came in to take their places. We are adding new members at a steady rate now, and I expect several of the drop-outs will be back when they wake up to the fact that no Torque Tube has entered their mailboxes for three or four months. Thus, it appears that the Club will continue to grow, or at least not decline, in size.

Unless there is a Great Mutiny and, like Fletcher Christian or Henry Hudson, I am put off in a small boat, I expect to continue my endeavors for the foreseeable future. There is, however, the possibility — however unpleasant to contemplate — that I might become temporarily disabled, or even cash in the last ticket. This has troubled my dear wife for some time — what to do with the Club if I croak or fall into a coma or something? (I hasten to add that she finds such a prospect undesirable for other reasons also.) Finally admitting that she had a point, last summer I enlisted the aid of Clint Preslan (#461) who has agreed to manage things during any temporary hiatus or any necessary transition from the Era of Olson to the Era of Something Else. I will quickly add here that I am not planning to take the next exit ramp off the highway of life, and that the last time the doc thumped me around he said I was not bad at all for a man of my age, except for being too fat. Let us hope Clint will have nothing to do.

A few people who did not renew were good enough to send me notes to that effect, saying that they'd sold their cars, or retired altogether from the hobby. One member, Thomas Abraham, an Indian national working in Kuwait, has not been heard from, for reasons that require no elaboration. God knows where this poor fellow is now; one hopes that he escaped and will be heard from again. Another former member, who will not be identified, sent a note saying that he was dropping out because the current dues could not be justified. "I feel," he wrote, "that the cost now exceeds the benefits. \$5.33 per issue, with some containing little useful information, is difficult for me to justify." He did conclude by wishing the Club success. A moment's flicking over the buttons on your calculator will demonstrate that this guy's arithmetic is faulty. I divided \$32 per year by nine issues and got \$3.55 per issue, or \$3.20 if one counts the roster. Let us now consider Cars & Parts. The only reason I continue to buy that rag is because they now have Matt Joseph doing articles for them. All of its other pages , taking them one with another, are to my mind drivel; their series of articles a year or so ago on the "resurrection" of a '50s Ford were thinly-veiled advertising for a "restoration" establishment that I consider,



Founded by Dave Lewis in 1980



based upon numerous reliable reports, a Rip-Off Joint of the First Rank. If one receives Cars & Parts by first class mail, which most people do not, the cost is \$42 for 12 issues, or \$3.50 per issue. If one receives Hemmings first class, it's \$5.00 plus per issue. Hemmings certainly beats us on number of pages, and is certainly worth buying, but 98% of those pages are to me suitable only for latrine duty. I rest my case.

HOW ABOUT SOME HELP HERE?

Lewis Cohen, whose letter on the BCCA appears herein, loaned me a set of the BCCA newsletters for 1964. These were interesting to read through, for several reasons. One, of course, is the now-incredible prices, some examples of which appeared in the last issue. That's just historical lore now, however. In looking over these issues, I noticed that: (a) there were lots of parts ads; (b) there were lots of contributions from the members; (c) stating (b) another way, the editor didn't write the whole damn thing; and (d) the club had volunteer technical advisors for all years from 1910 or thereabouts all the way through the 1940s. The BCCA, in those days, had about as many members (400) as we have today.

This led me to conclude that it's time for another

HARANGUE & DIATRIBE!

Keeping this Club going and writing most of what goes into each Torque Tube issue takes a lot of time: in fact, although I've never kept track, I expect it takes, on average, from one to two hours per day, every day, 365 days per year. How about that for volunteer effort, folks? It's no wonder I haven't gotten around to fixing the crapper in my wife's bathroom, or trimming the hedge, or three-quarters of the other things in my "job jar", or that I have to take vacation days to work on my own car. What are all of you doing?



Harry Logan (#651) of Los Altos, California owns this beautiful maroon 1938 Century sport coupe. Here we see it in front of the home of the founder of that town, built in 1906 in the shingle bungalow style that became very popular in California after the Turn of the Century.

COVER: Our cover for this issue is taken from the cover of The Buick Magazine for November 1936.

Some of you are making suggestions about what I ought to do. Don't get me wrong, folks, I appreciate these, and sometimes they serve as catalysts for useful research and effort. However, it seems to me that I'm equally justified in making some suggestions as to what you ought to do.

1. Everybody who said he would send me an article, or some photos, or some other useful stuff, ought to put his money where his mouth is. Some of these "promises" are years old and still unfulfilled. How about it, guys? Where is it?

2. Everybody else ought to think about what he (or she) can do. Can't write? Don't know anything? Never did anything? Come on, folks, I don't believe it! A lot of the stuff I do get, however — meagre the overall quantity may be, is well-written and interesting. You're not all illiterate and totally ignorant; I know damn well you're not. If you can't spell, can't get the commas in the right places, don't worry. As long as I can follow what you're trying to say, I can fix all of that. (The only thing I can't deal with is totally illegible handwriting.) So....why do you like '37 or '38 Buicks? How did you get into this stuff, anyway? Solved any problems? Gone on a fun tour? Let's hear about something, anything.

3. I need more help with technical subjects and questions. As indicated in the last issue, I'm far from a whiz at that. Bob Pipkin, to whom I referred a lot of technical stuff I could not handle, and who gave generously of his time and



Harry Logan went for a drive in his Century coupe one Sunday, and spotted Wayne Chan's (#140) beige 1937 two-door Special (model 48) in front of a local store. The store was built in 1938, but probably had a different name then.

knowledge, has retired from the Club to work on other things. There's only so much brain-picking I can do with Dave Lewis — he's busy, too. I need some volunteers to whom I can refer questions that I cannot handle, and requests for an occasional article on something, and who can respond to these with reasonable promptness. There's a lot of expertise out there, I know. How about it guys, do I have some volunteers, or am I gonna hafta dun ya?

4. How about more parts for sale? Do I need to repeat my harangue about hoarding? Winter is coming on — a good time to stor through your stuff.

EXPAND THE CLUB?

One of the most expansive suggestions for things I could do is to expand the Club to include other years. The people who make these suggestions of course have '36 Buicks, or '39 or '40 Buicks. Regrettably, the suggestions are never accompanied by offers to do the work that such an expansion would require.

I'm sorry, friends, but this is out of the question, for now and the foreseeable future.

The Club has already reached the maximum size I can manage, and dividing responsibility among several people in different locations will bog things down in inefficiency. I've been through organizations like that.

It has taken six years for me to learn what I know about two model years, and I'm not halfway to knowing what I'd like to know. Taking on additional years is more than I can handle. 1936 would be the most natural addition, and '36 owners do need help, because it's a sort of odd year with some one-year-only parts. If I could find someone with extensive knowledge of '36 Buicks who could, and would, devote the time needed to do authoritative articles on those cars, expansion into 1936 might be feasible. In any event, however, I think this is something for a long way down the road. We need to finish and consolidate the work we're doing on 1937 and 1938, in my view, before we can take on another year, and that work is far from finished. 1939 through 1942 should be a separate club all to itself.

The foregoing considerations aside, I think that the Club as it stands has a certain spirit, cohesiveness, and camaraderie that might well be diluted or lost if more years were added. As one member once put it, like the old Pittsburgh Pirates "we are family." Any new groups taken in would tend to be poor relations living in the attic, or foster children. If this is an elitist attitude, so be it. We are, after all, an elite, aren't we?

What do you all think?

ADDRESS LABELS

You may have noticed that the address label on this issue still has your old membership expiration date. Do not worry. The label program is now being revised to reflect the new dates, and the revised labels will appear on the next issue. We know you paid. If you hadn't, you wouldn't have gotten this issue at all. Unlike most commercial mags that carry you for a while after your subscription runs out — in the hope, of course, that you will eventually come through — I operate on the NO MONEY, NO MAG principle.



CAUSTIC COMMENTARY?

One reader said she likes The Torque Tube, even my "caustic" editorial matter. (Not "especially" or "in particular", but "even".) In this sense "caustic" means "biting" or "incisive" — describing chemical compounds, it means "corrosive". ("Caustic soda" = sodium hydroxide = lye = nasty stuff.) As I have said before: (a) I have strongly-held opinions about many things, and the older I get, the stronger the opinions seem to become; (b) some of what I write is intended to be provocative, to stir up the reader, to be Impertinent and Scandalous Matter. All that being so, I do not expect — indeed, I do not want — everyone to agree with me. Although it appears that many readers do, some of you must think I'm full of merd on something or other — or maybe everything.

So, if you believe I am wrong, that my works are the products of Montezuma's Revenge, and you would like to see a contrary view set out in these pages, write it up and send it in. Provided it meets minimum standards — i.e., no libel on individual persons except for public figures; no totally illegible writing — I will print it, editing only for syntax.

There are also some controversial subjects I have not written much, if anything, about that would make good "readers' forum" matters. One that comes immediately to mind is "modified" cars, i.e. street rods. In case you hadn't noticed (or don't belong), there is a big brouhaha in BCA about them. (I touched on this briefly a few issues back in a bit on the BCA National Meet.) Some of you I know have "modified" cars, and are presumably in favor of them, and likewise in favor of their being shown at BCA meets. Some people don't like them at all. I blow hot and cold on the subject and can see valid positions in both directions. We have had some at Club events, and may in the future, and they will not be turned away. I find it hard to fault modification that is conservative, i.e. that results in a car that could be returned to stock original by a future owner, even if that would require finding a number of parts. (One member I know did this: he bought a '38 Special years ago, made it into a street rod, then made it back into a nice "stock" sedan.) Top-chopping, channeling, body-sectioning, and other more extreme modifications I find it very difficult to accept, especially where a desirable model is involved, although I will admit that some such machines are dazzling and exhibit ingenious and beautiful work. But such a car is a "rod" forever.

At some point in the future we may begin seeing more and more modified cars. That may occur when: (a) all the surplus 1930s parts are gone and all the parts cars are used up — many things have become scarce in just the past few years, and it can't go on forever; or (b) our Elected Representatives bring us reformulated gas that 1930s cars can't run on, and reformulated paint they can't be painted with, and environmental standards that put all the good ol' boy body men and all the "custom" chrome platers out of business.

Do you have an opinion about "modified cars"? Our Elected Representatives? Auctions? Union Oil of California's offer to buy any "old car" for \$600 so they can crush it and "reduce pollution"? Anything else?

I liked the reader's choice of "caustic" so much that I will doubtless perpetuate its use. "Caustic Commentary" has a nice ring to it, like "Impertinent and Scandalous Matter." Does anyone else have a good printable name for my stuff?

ALL IS VANITY

From time to time in the past, I've noted interesting or amusing "vanity" license plates I've seen in Ohio — remember "PP MD", the head urologist at University Hospital in Columbus? "WAS HIS"? "FAT MAN"? Here are a few more. (1) Blood-red Ferrari, swarthy, dark-haired man, blonde lady's hair blowing in the breeze: "PLA TYM". (2) Red Porsche 911: "GUMCUT". A periodontist with a black sense of humor? (3) "RHINO 2": does this guy have a big nose? There were more but I can't remember 'em now. One of my kids had a sweatshirt once that showed two deer hunters. One had a set of antlers sticking out of his rear. Other guy says: "Seen any?" Have you seen any goofy vanity plates? Share 'em with us.

TRIVIA GEOGRAPHICA

In the last issue, I mentioned that some nice wheel trim rings could be obtained from a dealer in repro Ford stuff in Grants Pass, Oregon, and added parenthetically "wonder where that is." I might have known this would get me in Dutch, not for plugging Ford parts but for slighting Oregon. Self-proclaimed "Proud Oregonian" Doug Nelson (#51) advises me that Grants Pass (apparently no apostrophe) is not a hick village in some obscure location, and you don't need a 4WD to get there. Rather, it's a city of decent size on Interstate 5 about 45 miles north of the Oregon - California border. It even has an annual "swap meet." It appears that Grants Pass was named for General Ulysses S. Grant and was more-or-less established as a community in 1865. It was called "Grants Pass" because there already was a town in Oregon named "Grant." Stories that General Grant "passed" in a poker game there are now held to be pure myth, and although it is certain that Grant played poker and drank whiskey as often as he could, there is no indication that he ever visited Grants Pass. The "pass" part refers to a "gap" or "notch"; i.e. a way or passage through hilly terrain. So much for that, but speaking of Civil War generals, anybody know where Lee's Summit is?



In the next issue we will have a report of the 1990 West Coast Meet, which came off very well according to reports from some of the attendees. Many thanks to the organizers. A 1991 Western Meet is already in the planning stage. We will also have some very interesting material on jacks, which arrived too late for this issue. This will include the Editor's advice on how to make a counterfeit 1937 jack that will fool almost everybody, out of (ugh) a Ford jack. Plus, I hope, more on cooling systems, everybody's favorite subject. PLUS A FRUIT CAKE RECIPE IF I DON'T GET MORE STUFF FROM YOU GUYS!

In reviewing what I had put together for this issue, I decided it was short on Goofy Stuff. So I will tell you about a bumper sticker I saw the other day, and I am not making this up. It said

YOU'RE UGLY AND YOUR MOTHER
DRESSES YOU FUNNY

Where do people get these things?

Bill

Photo Album

Here are some photos taken at the September Eastern Club Meet in Maryland. As only five cars showed up, it seemed only fair to show you all of them. (The photos were supplied by Alan Mattei (#700) and David Bylsma (#117).)



Dealing parts at this year's Eastern Club Meet. Left to right are: Pete Economos (#733), Delaware; Alan Mattei (#700), New York; Bob James (#371), Ontario, Canada; Karl Anderson (#47), Virginia; David Bylsma (#117), Maryland.



David Bylsma's 1938 66-C has GM Guide "Super-Ray" lamps and 1938 Buick jack.



1938 model 61 owned by Charles Jekofsky (#524) sports Trippe lamps, bumper badge and "horse-shoe" grille guard.



Al Mattei's '38 Special convertible (model 46-C); dark green with vintage fog lamps.



Pete Economos and his 1937 model 46-C; the car has an unusual set of driving lamps.



George Cranford (#202) brought his impressive dark gray 1938 Limited seven-passenger (model 90).



Somewhere or other, Charles Jekofsky acquired a vintage Buick service manager's outfit. Here Charles and Pete Economos stage a mock argument between manager and irate customer. Looks like the manager has just lost his composure.

A Tribute to Sid Aberman

REMEMBERING THE BCCA - I

By Lewis Cohen (#584)

Dear Bill:

As always, enjoyed your writings in the latest Torque Tube.

I can give you some background on the BCCA which you mentioned on Page 8.

I believe this club was started in 1963 by Sid Aberman who hailed from the Pittsburgh area. I never had the privilege of meeting him, but I understand he was quite an interesting man. Sid's first love was 1941 Buicks and I imagine there is probably a good story on how or why it was this particular car (they are quite an automobile, I have one also). In any event, he was also a successful businessman in the sixties and Sid combed the junk yards far and wide for these cars pulling them in from all over. Many were convertibles and complete cars with perhaps minor damage, but of course they were worth little in the sixties. Sid had an old factory building and he stored these cars indoors there, using a freight elevator to move them between floors. I believe Sid died in the late 70's or early 80's (Diabetes), relatively young, at which point he had over forty 1941 Buicks and some other miscellaneous autos also. I recall that "Old Philadelphia Motor Car Company" bought out most of the car collection and advertised it through Hemmings, etc.

Besides the cars, there were tons of NOS Buick parts accumulated through the years. I remember vividly that Dick Garbitt of Hyannis, Mass. bought much of the parts and he had stacked to my height (6 feet), the bumper wing accessory tips unique to 1941 Buicks. Alas, I stupidly passed up the chance to buy a set at \$40!!

Lewis Cohen

REMEMBERING THE BCCA - II

By Lance Behm (#810)

The story in the September Torque Tube prompted me to set down my remembrances of the BCCA and the man, unfortunately no longer with us, who founded it. Sidney Aberman, a commercial realtor from Pittsburgh, was a real Buick nut. He started with a '41 Super coupe that was bought new, and he was still using it regularly in the early 1960s, with over 100,000 miles on the odometer. By the time I came to know Sid, he had every conceivable body style of 1941 Buick, including an "estate wagon" and a Brunn town car. He had one floor of a large warehouse filled with new parts, including new engines still in their crates, and piles of literature, including the now rare and highly desirable "Buick's First Half Century." Sid alone was the prime mover in founding the BCCA, setting up meets, and producing the newsletter, but he still had time to help find parts and answer questions. He once told me that the Ionia Body Company had offered to sell him all the remaining wood parts for Buick wagons; regrettably, Sid turned down the offer and Ionia burned the pieces.

Once we had a meet at a big shopping center, with a large section of the parking area roped off for us. "Wow," I asked Sid, "how were you able to arrange this?" Sid replied that it had been simple enough: "I own the shopping center."

I was a proud member of BCCA. It went along strongly for three or four years, and then it all just came to a halt. I still have a BCCA badge on my '38, and I miss Sid Aberman very much.

Oh, yes...I remember looking at that '38 Century convertible sedan offered in the BCCA newsletter for \$375. It had no front springs, but otherwise was a hell of a car. Wish I'd bought it.

Thanks, guys. I wish Sid were still here,
too. — Bill





mysteries



A CURIOUS 1937 SPECIAL

Back in July, one of our newer members, Robert P. Sawyer, Jr. (#848) wrote me a note from Gouldsboro, Maine. He asked, in effect, whether the frames and rear suspensions on all 1937 Specials were the same. I said yes, they were, except that convertible frames were slightly heavier. It turned out that Bob was mystified by a car he'd recently bought: a very tired '37 model 41. This car has coil springs in the rear. Outwardly, it appears to be just like every other '37 Special four-door, but if you look underneath, things are very different. I asked Bob for the serial and engine numbers. In his second letter to me, Bob said that the car does not have a serial number, and that there are no little holes in the frame where a serial number tag might once have been fastened. The engine appears to be of later vintage, maybe '41, and has no number at all stamped into the engine number pad on the block; it does, however, have "RF081489" stamped into the block at a different location. The frame was definitely made to use coils on the rear, and shows no sign of butchering or modification.

At this point I thought: "This is a '37 body mounted on a '38 frame." That seemed like an unusual thing for anyone to have done, especially years ago, but certainly a possibility. Thinking of that old Maine saying "Use it up, wear it out, make it do or do without" I guessed that maybe the car was someone's "make it do" effort to get one good car out of two bad ones. However, that was not a very satisfying explanation: if the original frame of the '37 had been destroyed or rendered unrepairable, it did not seem plausible that the body would have remained good enough to remove and mount on another frame — no easy task for the "make it do" repairman. And I had no explanation for the fact that the (apparently) '38 frame had no serial number tag, and no evidence that it ever had one. Although it would not be unusual to find a 1940s engine in a '37, the lack of any proper engine number was also inexplicable. Perhaps, I thought, the "RF" prefix was really "RE" faintly stamped, and it is a post-World War II "factory replacement" engine (see Vol. VIII, No. 7, page 19.). Even if this be assumed, however, the numbers make no sense, and cannot be squared with any series of Buick engine numbers. Besides, the "RE" numbers were put on the engine number pad.

While I was mulling this over, Bob Sawyer acquired another '37, or more precisely the remains of one. This is a model 48 (two-door) with the back cut off to make a truck. The ex-two-door has a late '37 serial number (L 3157797, the "L" indicating assembly in Linden, New Jersey) and a '41 engine (43375910). Bob then had graphic evidence of the difference between '37 and '38 frames and body mountings. The model 48 has the usual '37 semi-elliptic leaf springs at the rear. On the model 41, the body bolts to brackets attached to the outside of the frame, whereas on the model 48 the body bolts go directly through the top flange of the frame side member. The running board brackets are also different. The two frames, while similar, have different dimensions and configuration.

Out of all this, I suggested, Bob could, if he chose, make an "authentic" or "standard" '37 model 41 by mounting the four-door's body on the frame of the two-door-turned-truck. Unfortunately, this does not appear feasible, as the latter frame is badly rusted and bent.

Some dimensions of the two frames are:

	<u>41</u>	48
depth of frame rail (mid-point)	6 3/4	6
depth at sway bar	5 1/2	5
width at mid-point	41 5/8	45 1/4 (bott.) 46 (top)

I tried a comparison of these dimensions with the engineering drawings found in the '37 and '38 Shop Manuals, but the Manuals do not give measurements at the locations at which Bob measured his frames. It is the case, however, that the '38 40-60 series frames are narrower at the midpoint than the comparable '37 frames, as the above suggests. (See brief article on frames elsewhere herein.) Some photos Bob sent me seem to establish with fair certainty that the frame under the model 41 is indeed a '38 40-series frame.

What do we make of all this? Bob Sawyer came up with an interesting theory, and the more I think about it the more intriguing it becomes. If one consults the usual sources, e.g. The Buick, a Complete History, one learns that beginning around 1937, Buick engineers experimented with independent rear suspension, in an effort to come up with a car that would ride and handle better than anything then made in the U.S.A. These experiments were not successful: the I.R.S. technology then available just wouldn't work on a large American-style passenger car — indeed, it doesn't even today. The experiments led, however, to the "Torque-Free Springing" "Buicoil" rear suspension using coil springs that was introduced in 1938, and which became a Buick hallmark. Charles Chayne, Buick's Chief Engineer, had come up with the coil spring rear suspension design in 1936, and it was ready to try when the I.R.S. experiments were ended. Quite a bit of experimentation was also needed, however, to arrive at a coil spring suspension that would perform acceptably.

It was obvious that the frame designs would need to be changed, and they were modified for '38 not only to accept the rear coil springs, but also to change body mounting and engine mounting in an effort to eliminate more road noise and "drumming" from the all-steel bodies. In addition to the change in frame configuration, Buick also eliminated the rear stabilizer bar and lever-action shock absorbers, and substituted a radius arm and large tube-type (or "airplane") shocks.

It is clear that considerable test-track, and perhaps even highway, experimentation with springs, shocks and radius arms of varying sizes and mountings would have been necessary to achieve the best set-up. It seems at least possible, if not likely, that Buick test engineers came up with some "test cars" by putting '37 bodies on prototype '38 frames for this purpose. (Even if '38 bodies had existed at the time such tests would have been made, they would not have been used for fear of "leaking" '38 styling.)

Bob Sawyer's theory is that his model 41 is one of those "test cars." That explains (a) the '37 body on a '38 frame, and (b) the lack of a serial number. It's a hell of a theory, isn't it?

At this point you're probably asking the same question I asked: "OK, if that's so, how did the car get to Maine? All the tests were done in Flint, Michigan." Assuming all the tests were done at Flint (which is not an "open-and-shut" assumption), Bob and I have a theory on that, too. Then (and now), many people had "summer places" along the coast of Maine (a famous motor-boater and fisherman may come to mind here), and many of these "summer people" had (and have) "summer cars": i.e., cars that are used only during vacations and left at the "camps" year-round. (From the summer I worked at a hotel on Martha's Vineyard (1956), I remember some "summer cars" that would today

be high-buck antiques — how about a '32 Chrysler phaeton, to recall just one?) Buick had to do something with those "test cars" when the tests were over, nicht wahr? Did they just scrap 'em? Now just suppose that a Buick or G.M. executive had a "summer place" in Maine in 1937, and just suppose that he commandeered one of those "test cars" as a sort of "executive car", and that he took it to Maine and then left it there for a "summer car." (I know of one New York executive's '37 Century that got all the way to Newfoundland, Canada and then stayed there as a "summer car.") Gouldsboro, Maine, where Bob Sawyer lives, is right along the "rockbound coast" not far from Bar Harbor, a prime "summer place" location if ever there was one. That's a hell of a theory, too, and just might be right.

We still haven't explained the later-year engine with its peculiar number, you say? True. We're not sure what year the engine is or where it came from, but if Mr. Buick Executive could have commandeered a "test car", he could well have commandeered a "test engine" for it several years later, couldn't he?

As I said before, I'm intrigued by all of this, and it's been fun conjuring with various theories. Maybe some of you can come up with a better theory, or maybe even some historical evidence. Bob Sawyer is still working on the case, and at this point he is torn between his original desire to have an authentic 1937 like his father's, and the obvious desirability of preserving the curious Special as it is, if indeed it is a Buick test car. I have enjoyed talking on the 'phone with Bob about his cars. I probably wouldn't have said this to you, Bob, but you TALK MAINE, and I hadn't heard it in years, and I LOVE IT!



NEW MEMBERS



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Bill Gillespie (#874)
8436 Ambleside Ct.
Jacksonville, FL 32244
904/777-6395
'38 44 McL.



"Return with us now..."



A 1937 BREWSTER CUSTOM TOWN CAR

By Jim Pearsall (#827)

This interesting postcard, which was mailed by J. S. Inskip in New York many years ago, shows a Brewster town car body mounted on a 1937 80 (or possibly 90) series chassis.

Although you cannot see too much detail on the card, the typical Brewster door handles are evident. This is the "late" style, used on P-I Rolls-Royce with Brewster bodies. Also typical of virtually all Brewster bodies installed on R-R chassis are the windshield post mounted rear-view mirrors. If you could see closely enough, I would venture to say that the name "Buick" had been removed from the hub caps. Notice there is no hood ornament, and no fender lamps. The front license plate was discreetly covered for privacy when the photo was taken.

J. S. Inskip was the R-R dealer in New York for many years. He died September 8, 1961. Inskip began his career in the automobile business as a salesman for Locomobile. In 1920 he joined Rolls-Royce of America, Inc. as New York branch manager, later becoming president of Brewster and Company, an affiliated coach-building concern. In 1931 Inskip was appointed president of Rolls-Royce of America. In 1936 he organized J. S. Inskip, Inc. to take over the business of Rolls-Royce of America, which had been dissolved.

Brewster and Company ceased operations in 1937, and an auction was held in the late summer of that year at which time all the tools, materials, etc. used in the manufacture of custom automobile bodies were sold. Also sold were a number of Rolls-Royce cars, and without question they went for what we today would consider "dirt cheap" prices. The Brewster building still stands today, at Queensborough Plaza in Long Island City, a mute testimony to the days when some of the best built and most stylish custom automobile bodies were produced there.

Mr. Edmond L. Robinson, to whom this card was addressed, is still living today. He was one of the charter members of CCCA and was especially famous for many years as the owner of one of the two Marmon Sixteen touring cars with custom bodies by Waterhouse. Both were owned when new by Col. E. Parmelee Prentice, a son-in-law of John D. Rockefeller, Sr. and lawyer for Standard Oil.

POST CARD

BUICK BREWSTER

Special custom Brewster town body in deep maroon with coral stripe. 1937 Buick chassis, privately garaged and cared for by a first-class chauffeur at all times. Careful scrutiny will show the car is in "mint" condition. Price now slashed to \$750.

J. S. INSKIP, INC.

ROLLS-ROYCE, ASTON MARTIN
LANCIA & BMC DISTRIBUTORS

Sales Salon: 24 E. 54 St. PL 9-4664
Sales & Service: 304 E. 64 St. TE 8-6100
Providence, R. I.: 355 Broad St. UN 1-3883



Mr. Edmund L. Robinson
917 Greenway Ave.
Morrisville, Pa.

EDITOR'S NOTE. This appears to be the same car that is pictured on page 170 of Seventy Years of Buick, a book which was out of print for four or five years but which has recently been revived. The book says that the car was done on a 90-series chassis (although in the picture it looks more like a Roadmaster), and that it is believed to be the only Buick town car Brewster ever made. The object that partially obscures the left grille, if examined under a magnifying lens, appears to extend around to the right side of the grille also, and I think it may be one of those leatherette covers that were used in cold weather, rather than the covering for a license plate or sign of some kind. (A license plate would have been smaller and placed differently.) The object of the grille covers was to make the car run hotter and thus get more heat in the passenger compartment. Heating the back seat of such a car from an under-dash heater in the chauffeur's compartment would have been a problem, especially with the division window raised. Such a car would have been a good candidate for the hot-air heater that was a Buick accessory, and which piped air heated by the exhaust head pipe to the back seat. (I have never seen one of these, but they are pictured in Buick literature.) It seems odd that, if the device is a grille cover, it was not removed for the photograph. Those of us who have had trouble with overheating engines can only marvel at a device intended to make them run hotter.





TECHNICAL TIPS



SPEEDOMETER REPAIR By David Bylsma (#117)

Sooner or later, with any 50-year-old car, you are likely to have speedometer trouble. I think the worst problem is when you are driving 30 MPH and the needle suddenly jumps to 120, and the speedo makes so much noise you have to stop and disconnect the cable. At one time I thought that if a speedometer did this it was dead. I could find no one who could fix this problem. Looking through my old copies of The Torque Tube, I found Paul Culp's article on speedometer maintenance. At the conclusion of this, the Editor suggested that members with more serious problems might try a firm in Columbus, Ohio that specializes in speedometer repair. I thought: what do I have to lose? I sent the speedometer to this firm, and believe it or not, they fixed it. The original center shaft with the magnet on the end of it was replaced with a brand new shaft and magnet, and my speedometer reads true again. I highly recommend this firm for speedometer repair.

Foreign Speedometer Service
3061 Morse Road
Columbus, Ohio 43229
614-475-2511

EDITOR'S NOTE: As related in a 1987 story about my own car, I took my speedo in to Foreign Speedometer about three years ago. The proprietor told me that he wasn't doing "antiques" any more, but finally decided he'd have a try at it, after I told him the car was a 1937 Buick Roadmaster and I looked a little sad. He fixed mine, too, including replacing all the odometer wheels with parts from a Corvette. I think that, so long as they're not overwhelmed with antique car business, you're willing to wait a while, and (this is the big condition) the worn or broken parts can be replaced with "modern era" stuff, Foreign Speedometer can do the job for you. They do not have a stock of "old car" stuff and probably cannot deal with the real oldies — revolving drum speedos, for example. After mine was fixed, it read a little slow (e.g. 50 on the speedo is about 55) but that is obviously better than nothing. The error is the result of using modern parts designed for a slightly different gearing, and is certainly tolerable.

TOOL TALES - III

Ever since Clint Preslan's article on Vlchek Tools, which were used in the original Buick tool kits, members have been happily picking over swap meet and flea market stuff for "Vlchek" or "VT"-marked tools, and many have been found. Among the happy pickers was Mark Cryderman (#812) who found several for all of 25¢ each. Mark got some end-wrenches and a nine-inch adjustable wrench marked "AUTO." These finds, as the prices might suggest, were very rusty, and the adjustable was frozen solid. Mark then did the following, which he aptly describes as "my handy-dandy clean-up method."

- (1) Soak in rust remover gel or liquid for 48 hours; cover the container and rotate the tools every few hours.

(2) Wash with detergent and water.

(3) Clean with power wire brush.

Mark says they ended up looking like new, with a nice silver color. He then wiped them with WD-40, which was also used to lube the adjustable, making it work easily. NEAT-O! You may not like the bright silver color, and I am not sure the tools looked that way originally. They may have had a "black oxide" finish. This can be simulated with satin-finish spray paint, or if you want to try something a bit unusual, go to a "sporting goods" store and get two jars of Formula 44/40 Instant Gun Blue. This stuff will turn clean steel a flat blue-black, duplicating an "oxide" or "Parkerized" finish. You will probably need two jars to do a whole set of tools. Then wax the tools with Simoniz, which will give a little shine to them. Gun Blue is selenic acid, so use hand and eye protection. (I know about this because I have a small collection of antique firearms, chiefly military handguns. Members with a similar interest who wish to sell or deal may call.)

FRAMES

The experiences of Bob Sawyer (see "A Curious 1937 Special") led me to consider frames, a subject I had never thought much about before. Hidden under the car, frames don't receive much attention, but they are, of course, the foundation for everything. Within the framework (heh, heh) of their basic designs, which are similar and pretty much traditional, '37 and '38 frames exhibit numerous differences, and 80/90-series frames are different from 40/60-series. These differences are better seen than described, so I have shown here four drawings, taken from the 1937 and 1938 Shop Manuals. You will notice that the '38 40/60 frame does not have the mid-section bracing members that are seen on the '37 frame, and that the '38 frame is narrower, with the body bolting to four brackets amidships rather than through the frame top rail. The 80/90 series frames are more alike through the two years, but there are nevertheless differences here also.

As already noted, the changes made in 1938 were consequences of adapting to the new coil-spring radius-arm rear suspension, and of efforts to eliminate more of the resonance or "drumming" that plagued designers in the initial years of the all-steel body. A tubular cross-member was used at the rear kick-up, and this member, with nuts welded inside it, provided a point of attachment for the bolts that hold the rear springs, as well as reduced distortion. The '38 40/60 frames also have a larger X-member and are straight from the front back to the kick-up, with the widest point just ahead of the kick-up, rather than at the midsection. This also was intended to reduce distortion. A narrower frame required use of four brackets for the midsection body bolts, as the body dimensions could not, or were not going to be, changed. The body mounting for 1938 was designed to reduce noise and vibration, as noted above, and the thinking and testing that went into this are interesting. The following is taken from Engineering Features of the 1938 Buick, which was a salesman's info book and also, I suppose, a public relations or press relations tool. In line with the 1930s tendency to give a name to every new, or putatively new, feature, Buick coined the phrase "Silent Zone Mounting."

"Vibrations set up at any point in the chassis on account of road conditions, unless some means is provided to break them up, are readily transmitted to all parts of the body structure, especially the sheet metal panels. Consequently, all parts of the body then tend to vibrate and resonate in sympathy until a rumble of great intensity is produced. Investigation revealed that the places where chassis vibrations are most likely to be transferred to the body are at the rear ends of the frame side rails. However, it was also discovered that the node point, or point of least vibration, between these two points of disturbance is at the center of the rear cross member.

(TEXT CONT. ON P. 22)

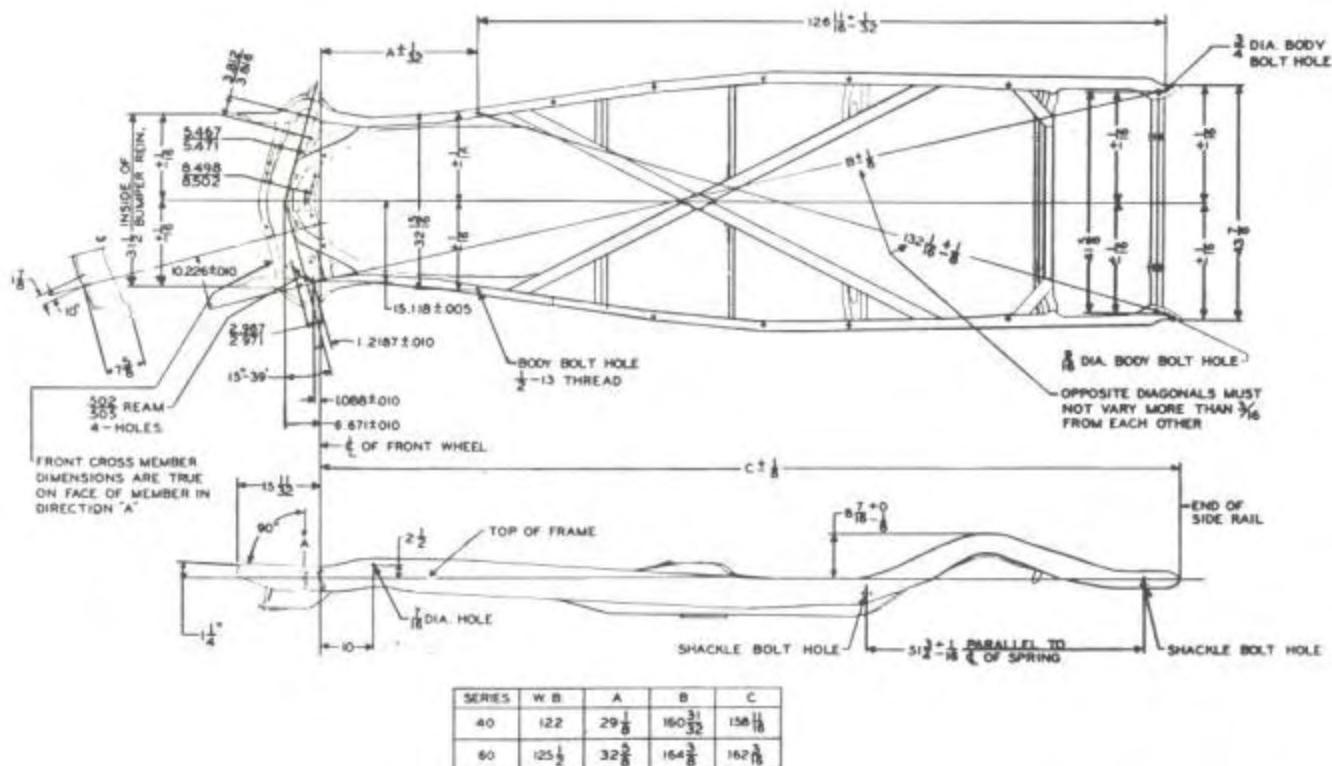


Fig. 2-2. Frame Dimensions—Series 40-60

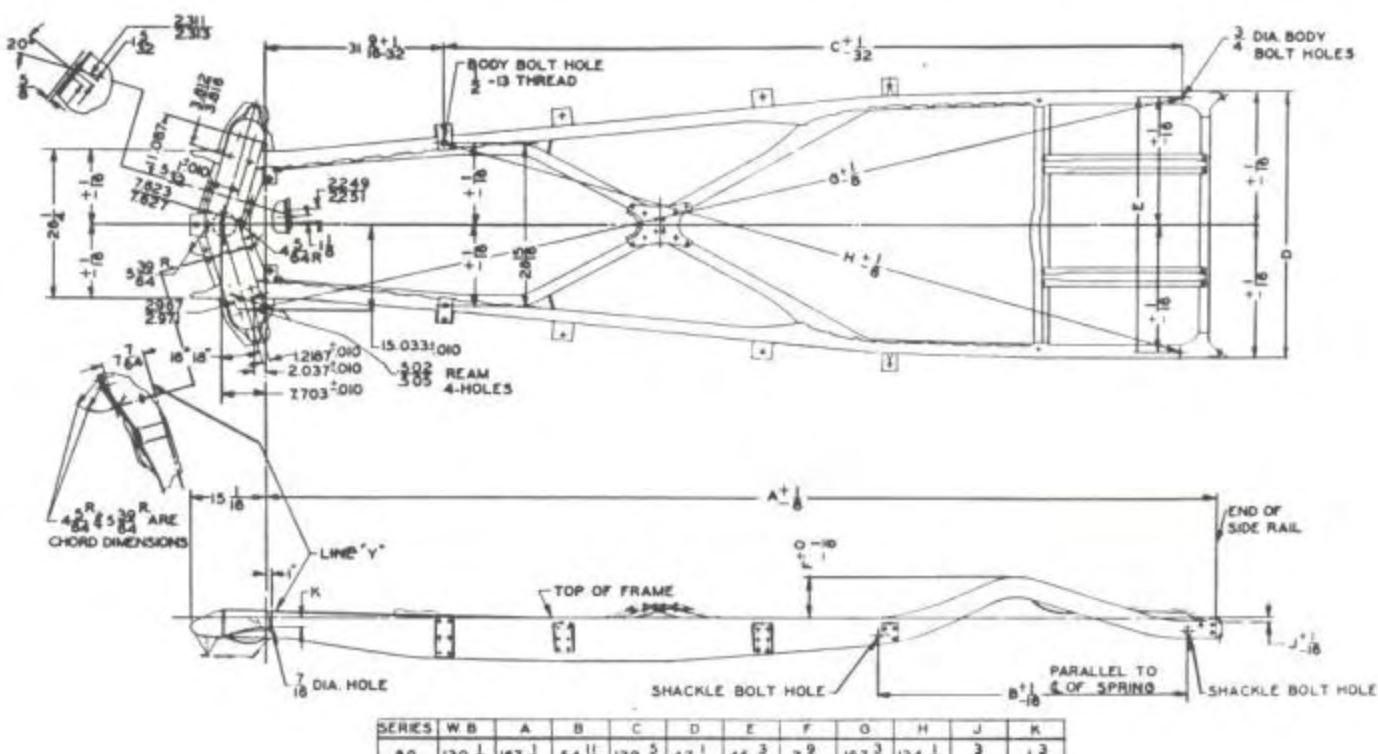


Fig. 2-3. Frame Dimensions—Series 80-90

FRAME DETAILS

	Ser. 40	Ser. 60	Ser. 80	Ser. 90
Thickness	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "
Maximum depth ...	$6\frac{1}{2}$ "	$6\frac{1}{2}$ "	$7\frac{1}{2}$ "	$9\frac{1}{2}$ "
Flange width	$2\frac{1}{4}$ "	$2\frac{1}{4}$ "	$2\frac{1}{4}$ "	$2\frac{1}{4}$ "
No. cross members ..	5	5	5	5

SIDE RAIL—CONVERTIBLE FRAMES

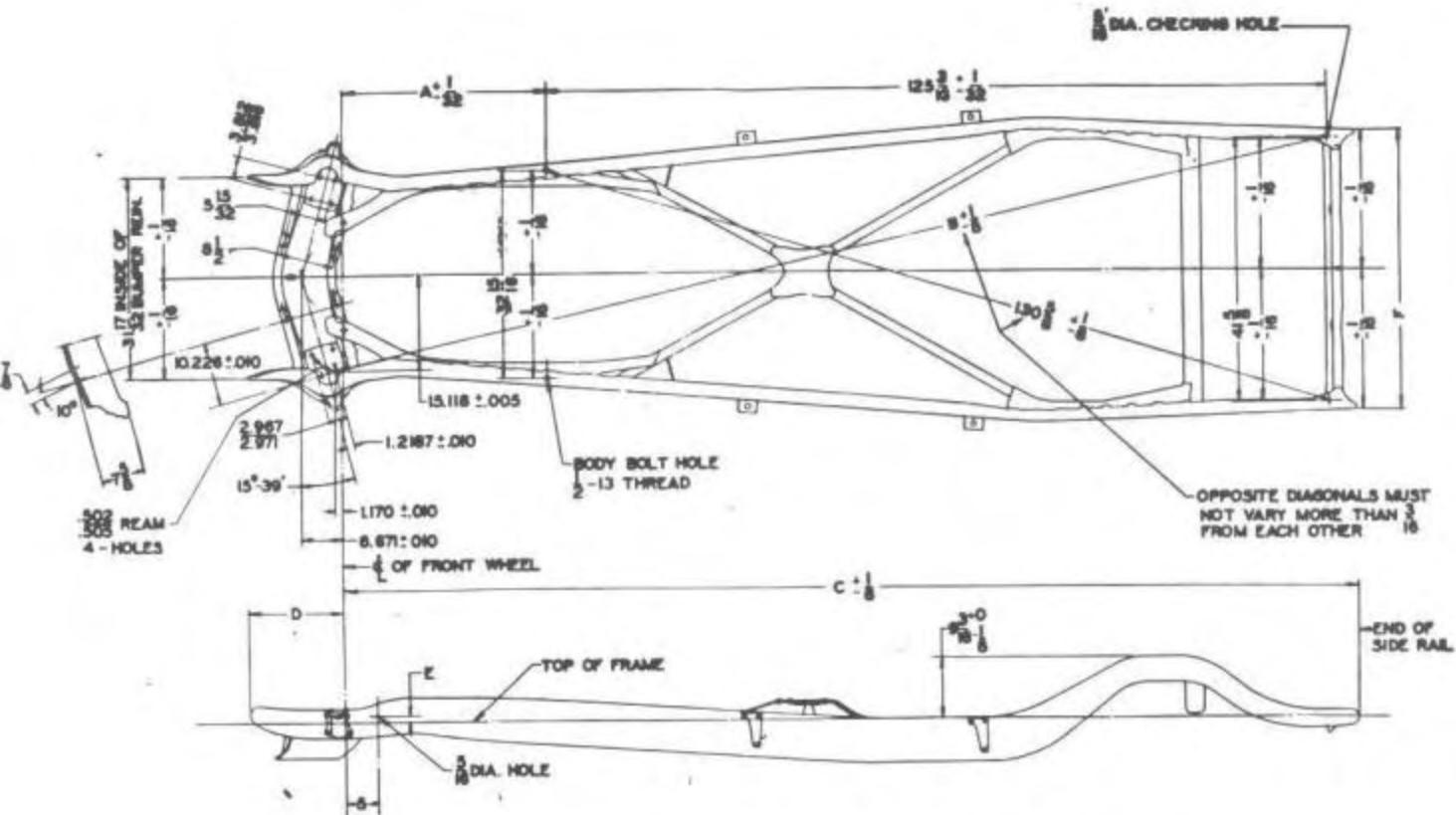
	Series 40	Series 60	Series 80
Side rail stock....	$\frac{3}{16}$ "	$\frac{3}{16}$ "	$\frac{3}{16}$ "
Center cross member stock ...	$\frac{3}{16}$ "	$\frac{3}{16}$ "	$\frac{3}{16}$ "

BUICK SHOP MANUAL, 1937

FRAME SPECIFICATIONS

	37-40	37-60	37-80	37-90
Number of cross members	Five	Five	Five	Five
Max. depth side member.....	$6\frac{3}{8}$ "	$6\frac{3}{8}$ "	$7\frac{5}{8}$ "	9"
Maximum thickness of stock	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "
Maximum flange width	$2\frac{1}{8}$ "	$2\frac{1}{8}$ "	$2\frac{1}{4}$ "	$2\frac{1}{4}$ "
Frame overall length	$174\frac{1}{2}$ "	$177\frac{1}{2}$ "	$183\frac{1}{2}$ "	$189\frac{1}{2}$ "
Frame width, front horns.....	$32\frac{1}{2}$ "	$32\frac{1}{2}$ "	$26\frac{1}{4}$ "	$26\frac{1}{4}$ "
Frame width, maximum frt...	$39\frac{1}{2}$ "	$39\frac{1}{2}$ "	43"	43"
Frame width, rear end.....	$45\frac{1}{2}$ "	$45\frac{1}{2}$ "	$47\frac{1}{4}$ "	$49\frac{1}{4}$ "
Center line of rear axle to rear of rear cross member	$32\frac{1}{2}$ "	$32\frac{1}{2}$ "	$35\frac{1}{8}$ "	$36\frac{1}{8}$ "
Center line of front hub to front of front frame horns	$15\frac{1}{2}$ "	$15\frac{1}{2}$ "	$15\frac{1}{8}$ "	$15\frac{1}{8}$ "

BUICK SHOP MANUAL, 1938



SERIES	W. B.	A	B	C	D	E	F
40	122	$29\frac{1}{8}$	$156\frac{15}{32}$	$156\frac{15}{32}$	$15\frac{11}{32}$	$1\frac{1}{2}$	$43\frac{7}{8}$
60	$125\frac{1}{2}$	$32\frac{5}{8}$	163	$162\frac{13}{32}$	$15\frac{23}{32}$	$6\frac{1}{2}$	$43\frac{29}{32}$

Fig. 2-2. Frame Dimension—Series 40-60

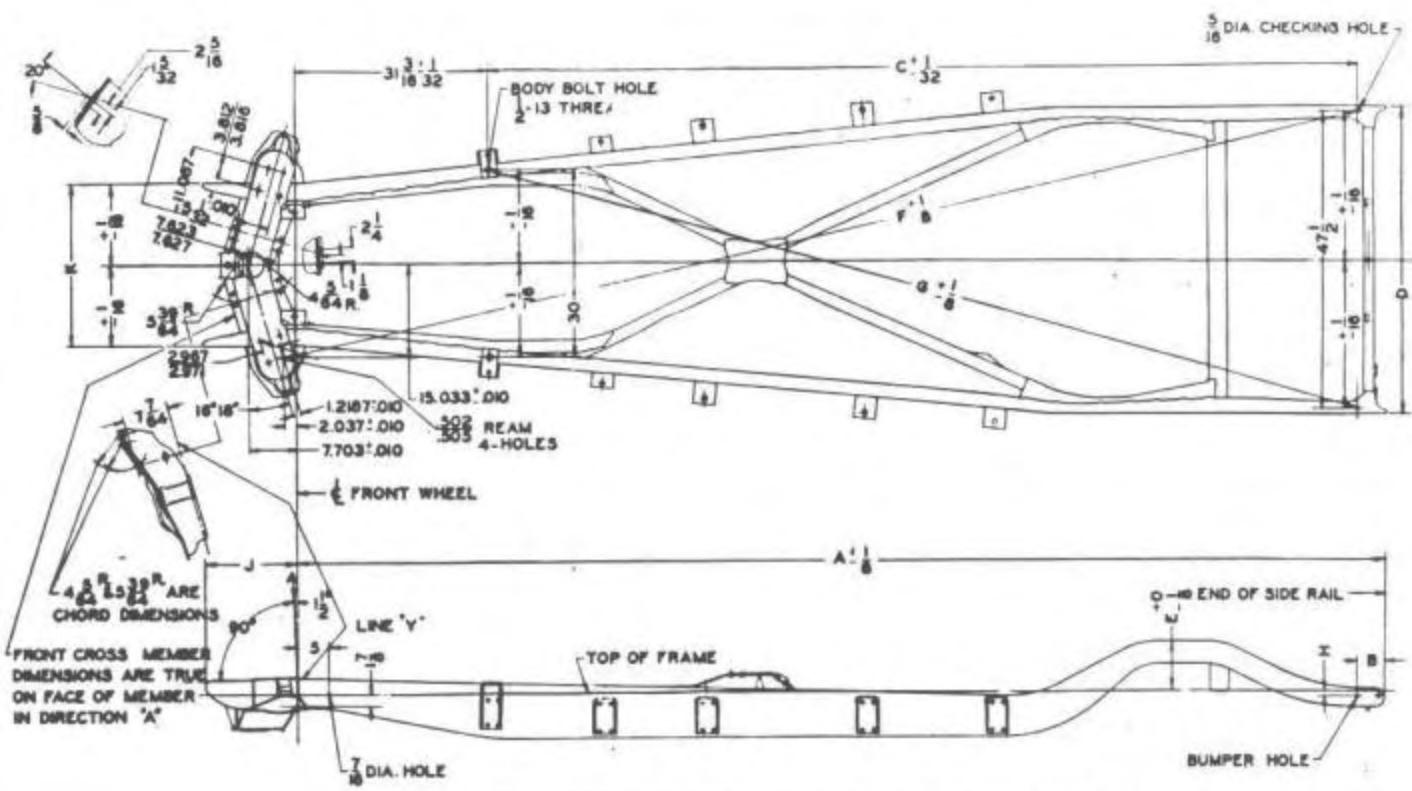


Fig. 2-3. Frame Dimension—Series 80-90

FRAME SPECIFICATIONS

Frame Thickness—Closed Body

Ser. 40 Ser. 60 Ser. 80 Ser. 90

Side rail thickness $\frac{1}{2} \text{ in}$ $\frac{7}{16} \text{ in}$ $\frac{1}{2} \text{ in}$ $\frac{7}{16} \text{ in}$ $\frac{1}{2} \text{ in}$

Center cross member thickness .. $\frac{1}{2} \text{ in}$ $\frac{3}{16} \text{ in}$ $\frac{1}{2} \text{ in}$ $\frac{3}{16} \text{ in}$

Frame Thickness—Convertible Body

Ser. 40 Ser. 60 Ser. 80

Side rail thickness $\frac{1}{2} \text{ in}$ $\frac{5}{32} \text{ in}$ $\frac{1}{2} \text{ in}$ $\frac{9}{32} \text{ in}$ $\frac{1}{2} \text{ in}$

Center cross member thickness .. $\frac{1}{2} \text{ in}$ $\frac{3}{16} \text{ in}$ $\frac{1}{2} \text{ in}$

Other Specifications

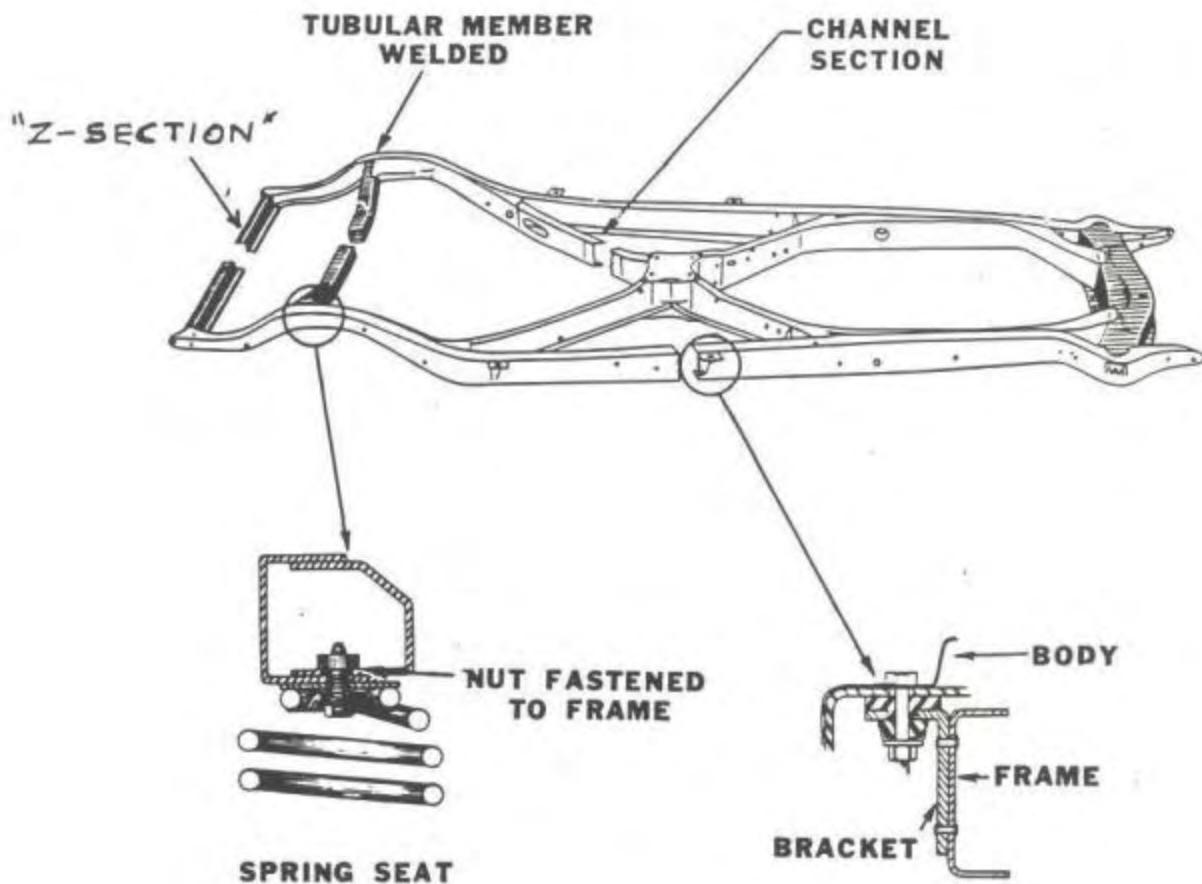
SERIES	W.B.	A	B	C	D	E	F	G	H	J	K
80	133 $\frac{3}{16}$	171 $\frac{23}{64}$	4 $\frac{39}{64}$	135 $\frac{9}{16}$	49 $\frac{7}{32}$	7 $\frac{93}{64}$	173 $\frac{5}{16}$	141	29 $\frac{7}{32}$	14 $\frac{63}{64}$	26 $\frac{7}{32}$
90	139 $\frac{7}{16}$	177 $\frac{5}{8}$	4 $\frac{5}{8}$	141 $\frac{13}{16}$	49 $\frac{1}{4}$	8	179 $\frac{3}{8}$	147	3 $\frac{1}{4}$	15	26 $\frac{1}{4}$

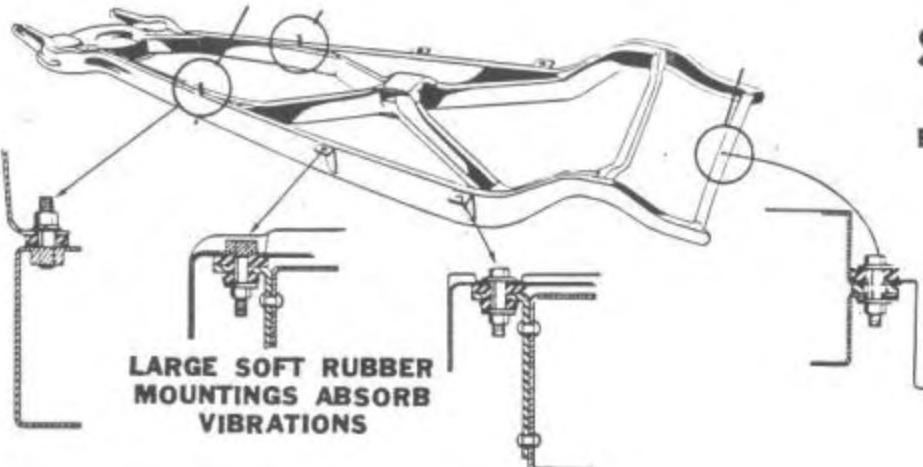
"Continued investigation further revealed two other zones on the chassis comparatively free from vibration — a point on each side rail near the dash and just ahead of the rear motor mountings. To take advantage of these conditions the body is bolted securely to the center of the rear cross member, and to the side rails at the dash — three zones free from vibration. In addition the body bolts are well insulated at the body brackets on the side rails.

"Silent Zone' mounting prevents noise in the body by yet another means. If road conditions cause the main body of the frame to twist, even imperceptibly, the rear ends of the side rails will alternately move up and down a considerable amount. Consequently, if the body were tied down at those two places, it would be noticeably distorted each time the frame twisted. ...[and] the panels would eventually buckle.... With 'Silent Zone' mounting, however, there is sufficient clearance between the ends of the side rails and the body sills to prevent any rending of the body through frame distortion...."

The text then goes on to discuss "new design rubber insulators at the body brackets," and the heavy pads of "asphalt-saturated insulating material" applied to the roof, doors and body panels. Through all of this, it says, passengers "have a feeling of complete relief and detachment from noisy distractions."

It may be worth noting here that '38 80 and 90 series cars are not entirely free from wood although "Unisteel" construction was adapted to the large cars for 1938. Wood body sills were used, according to Engineering Features, because of the cars' larger size.





SILENT ZONE MOUNTINGS
ELIMINATES "RUMBLE"
OR "DRUMMING"
PREVENTS BODY
DISTORTION
AND CONSEQUENT
SQUEAKS

RADIO AND ANTENNA RESTORATION

Generally, restoring an original radio to working order is fairly low on people's priority lists. It gets put off until most of the big jobs are done. I know that's the case with me. I took the radio out of my '37 Roadmaster to replace the windshield wiper motor and fix the wiper transmission, in the course of which I found that the original brackets that hold the radio in place were missing and had been replaced by a crude "make-do", and have never put it back in. I detached from the radio the front part containing the dial; that is held in place behind the dash panel by the knobs, so it looks like the radio is there. One reason I never put the radio back in is that the dudes are heavy, and difficult to maneuver when one is lying on the floor of the car continually bumping into the gear-change lever. (Wouldn't it be nice if the gear-shifts were detachable, or folded up, or something?) The difficulty of maneuver is directly proportional to one's dimness of eyesight, girth, general flabbiness, and propensity for developing tendonitis of the arm and shoulder, all of which are in my case well-advanced. Other reasons are: (a) the wiper transmission still isn't fixed right; (b) the radio doesn't work; and (c) all the antenna parts are missing.

Here's what you should do if you are in similar circumstances (respecting the radio, not necessarily personal physical deterioration). (1) Get a repro '37 or '38 radio installation manual from Bob's Automobilia; these are cheap, folks, \$6 and \$5 respectively, and are absolutely necessary. (2) Read the manual, so you'll know how to disconnect the radio and take it out of the car, and won't go slashing wires like I did. (3) Send your radio to member Pete DiPasquale (#352), who in all likelihood will be able to get it working again. (375 Van Beekum Place, Wyckoff, NJ 07481; 201/891-4899.) Pete does this stuff in his spare time, so don't expect 48-hour turnaround; he also gets paid for doing it, but the price is reasonable. (4) If your antenna lead-in and cross-over wires are gone or deteriorated — which is very likely the case — consult with Pete on how to replace these with modern materials. (5) Get a set of new antenna insulators.

For 1937, Buick came up with a great idea: use the running boards as a radio antenna! The great idea was carried into 1938, after which it was abandoned, because it wasn't really such a great idea after all. Even when everything is perfect, radio reception is not the greatest, and that is why one sees so many after-market mast antennas on 1937 and 1938 cars. (In 1939, I'm not sure what Buick did, but from 1940 through 1953 the antenna was a mast that mounted in the center of the roof just above the windshield and could be swivelled from inside the car.) The trouble with mast antennas is, of course, that they're not authentic, and even when neatly installed will get "points-off" at a judged show. Whether you care about this is up to you.

I'm not exactly sure how the running board antenna works, but if you sit down with the parts and the book, it should become reasonably clear. Now for the parts. You will need four pair of antenna insulators. This will cost you some money, but don't try to get away with halving it by using only one running board. Things are none too great, remember, with both. Bob's Automobilia sells a repro of the entire insulator assembly for \$20 a piece. I believe these are made in the Orient somewhere, but they are good, and come with instructions. Alternatively, if your car still has its old insulators you can have new rubber put on the steel cores by Lynn Steele. If you do this you should also buy new mounting pads from Lynn Steele. (These two items are Lynn Steele parts B-0280 and B-0305; see p. 10 of the Buick catalog. Bob's is his part no. RI-378; see p. 31 of his catalog.) Lynn Steele also sells antenna wire connection boots and end loops (C-0212 and C-0105); these were used on some models but I'm not sure which.

It's likely you'll spend at least \$400 on this before you're finished, not counting labor. It may not be worth that much to have an authentic working radio that plays only AM and not all that well. If that's your line of thought, fine, but bear in mind that at some point soon the BCA judges are going to figure out that cars that purport to have radios should also have radio antennas, and start looking under running boards to see whether they do, and are going to "gig" those that don't. (Since they're already gigging the mast antennas, that seems only fair.)

Some people have put in modern or semi-modern radios. An example of what I mean by the latter is the six-volt radios from VW "beetles." These have become scarce, but if you can find one, an article by David Bylsma, which originally appeared several years ago, will show you how to do this. The principles in this article can be adapted to any radio, even a 12-volt one, that will fit in the original steel "box." A 12-volt radio will of course require a device to step up voltage to the radio. Send SASE to the Editor for a copy of the Bylsma article.

Even a modern radio will need a functioning antenna. No car radio will work without one. So in any case you'll need either to restore the running board antenna, or say the hell with it and put on (or leave on) a mast antenna, or use a removable CB-style antenna.



QUESTIONS



QUESTION. The two-page 1938 ad in the last issue was interesting and useful, as it showed some engine details. However, it shows valve cover lettering (BUICK DYNALFLASH, etc.) on the left side of the engine. The Torque Tube has said more than once that the lettering was on the right side only. What gives here?

ANSWER. First, let me say I'm glad at least one reader likes the old ads. I find them interesting, and sometimes amusing, for their format and style, but it never occurred to me that they might be technical research tools. There is a certain danger in using ad pictures to establish authenticity, because sometimes the items pictured are "dressed-up" for display; that is to say, they do not necessarily picture cars or parts thereof as they routinely came from the factory. I think that is the case with the engine in the "Tiny Cyclone" ad. Every original car I have seen has had the lettering on the right side only, and every person I've asked agrees that's the way they were. The creators of the display engine in the ad probably wanted to make sure it was identifiable as a "BUICK" from any angle and so put the lettering on both sides. I suspect it was not put on the left side of "factory" engines because it would have been partially obscured by the carburetor and air cleaner, and the right side of the hood is more frequently opened.

Before leaving the subject of ads, I will take this opportunity to say that the "Tiny Cyclone" ad, the Fisher Unisteel body ad, and several others that have appeared recently, were converted from larger-sized magazine pages to 8-1/2 x 11 half-tones for me by Ross McConnell (#484), who runs a business called "Gateway Reproductions" in Ontario, Canada. Thanks, Ross, they came out real nice.



PARTS EXCHANGE



PARTS FOR SALE

'37-60 transmission--\$175; '37/60 head--\$50; '38/60 head--\$50; '38/40 hood hinge (no tears)--\$15; '38 nose stainless (dents)--\$40; '37/60 starter--\$35; '38 jack & base (no handle)--\$75; '38 front horseshoe grille guards (2)--\$75 (needs chrome), \$100 (good chrome); '38 temp gauge (needs repair)--\$15; '37 temp gauge (works) \$25; '38/60 trunk handle (good original)--\$35; '38 NOS headlight rings (good chrome)--\$35 each; '38 glove box door & clock--\$35; '38 steering wheel core--\$20; '38/60 sedan right rear fender (excellent)--\$175; '37/60 coupe right window regulator--\$20; '37/60 coupe trunk supports--\$20 pair; '37/60 coupe left vent window & regulator (needs chrome)--\$20; '37 gauges, oil, gas, amp--\$5 each; '38/60 rocker arm assemblies--\$25. Literature, all original: '38 Buick Facts Book (excellent)--\$80; '38 facts book holder, tri-fold (fair)--\$30; '38 Good Housekeeping in Your Car, 19 pages--\$10; '38 Your New Car, 14 pages--\$20; '38 Cyclone, explanation of Dynaflash engine, 10 pages--\$25; '38 flat rate manual, 101 pages (fair)--\$25; Buick Magazine Oct. 1937, announcement number with color fold-out of all '38 models & separate letter from V.P. of Buick--\$50; '38 color ad for Body by Fisher with color picture of '38 Buick--\$10; '38 Self-Shifter Manual, 81 pages (good)--\$20; '38 color showroom manual, 30 pages--\$85; '38 color showroom fold-out--\$40. AL McMICHAEL (#319). 424 Temple Ct., Woodbury Heights, NJ 08097. 609/845-1631 after 6 PM EST.

1938 Parts: rear license light lens--\$5; front sway bar 40/60--\$15; rear sway bar 40/60--\$20; parking brake handle 40/60--\$5; floor board trans. cover 60--\$10; battery box 40/60--\$10; front fender screws--\$1 each; plugs for radio holes in dash--\$5 each; firewall vent--\$5; vent handle w/plastic--\$10; grille chrome that bolts on the hood--offer; dash ash trays--\$20 set; rear license plate bracket--\$10; used hub cap, VG, needs chrome--\$15; spot light--\$20; tail light lens--\$10; heater hose bracket--\$5; tail light base--\$5; clock, not working--\$10; gages, used--\$30 set; 2 door sedan stainless 40/60--\$25 set; brake pads 40/60 (new)--\$10 set; vent window for front doors (metal very good) 40/60--\$45 set; large series engine, may deliver, make offer; timing chain cover (takes a rubber seal)--\$25; starter w/solenoid, very good--\$100; solenoid--\$20; rebuilt pressure plate--\$65; Oct. 1937 Buick Magazine, 1938 announcement issue--\$25. DAVID BYLSMA (117). 7747 Siden Dr., Hanover, MD 21076. 301/551-7236. Call between 5:30 & 9:30 PM EST Mon-Fri; any time Sat & sun.

Thanks for a good response on my first classified. The remaining parts listed below are used and in good condition unless otherwise noted. They came from a 1937 Special and I am looking for best offer on all or part.

1 set of horns
1 engine, disassembled but complete. Block has been cleaned and head has been rebuilt. 103,000 miles
1 Transmission, not taken apart.
1 set of front fender supports
1 set of bumper brackets

Tom Tibble
6100 N. 14th Street
Kalamazoo, MI 49007
(616)381-6202 after 8pm

I need some parts for a 39 Special four door. Please send a note.

PARTS WANTED

1937 Series 81 Roadmaster: Wiper arm gearbox w/mounting bracket; three (3) plastic grommets for behind window and door cranks; front hood supports; front headlight glass lens; two (2) rear exterior trunk hinges. Call THOMAS HOWA (#821) 801/328-1514 or JOHN WILLIAMS 801/571-2332.

1937 model 61: Complete front clip; grille; center nose piece & trim; front & rear bumpers & brackets; hoodpanels & hood center strip; hood side panels; fenders; headlights; parking lights; sidemounts; all trim. All or whatever other parts you have, Must be reasonably priced. ALBERT NETTUNO (#869). 3060 S.Decatur Blvd., Apt. L-15, Las Vegas, NV 89102. 702/873-7775.

1937 Roadmaster: need rear part of sidemount cover; one running board brace support. LEWIS COHEN (#584). 58 North Racebrook Rd., Woodbridge, CT 06525. 203/397-8723.

Stromberg AAV-1 carburetor, choke & starter switch. JOHN HUFFMAN (#623). Box 614, Clemson, SC 29633. 803/287-4552.

'42-'52 large engine timing chain cover. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579.

Wanted a complete collection of the Torque Tube from the begining to about 1987 but I will purchase a complete collection just to get the early ones. Please contact Cecil Don 1127 Ashwood Court Yuba City, Ca. 95991 or call (916)673-9032 evenings or Sundays.

The Club needs two pieces of literature: (1) a good original 1938 Shop Manual (or clear, sharp full-size copy); (2) a good original 1928-1938 Master Body Parts Book. The second is especially important — I have been looking for years but have never seen one. Alternatively, a good original 1928-1940 or 1928-1941 Master Body Parts Book. I will pay whatever it takes. Please contact the Editor.



CARS FOR SALE



CAR FOR SALE. According to information received by the Editor from John Steed (#132), there is a 1937 Limited for sale in Milwaukee. The car is rough; it runs but is not driveable, and needs brakes, a water pump and new wood in the doors at least; interior is not bad. Owner asking \$1700. Call owner at 414/769-0030, or John Steed at 317/888-0876 for more info.

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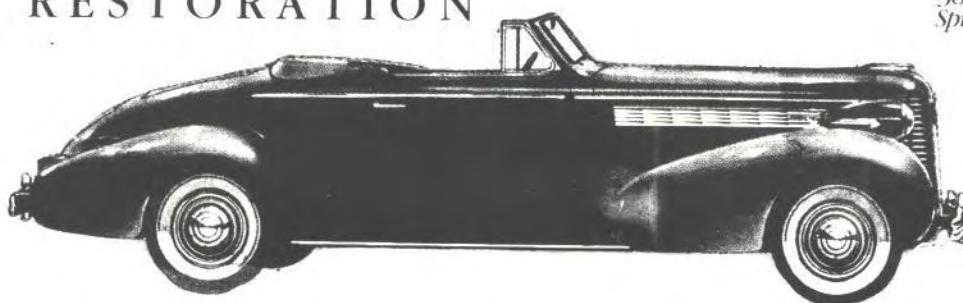
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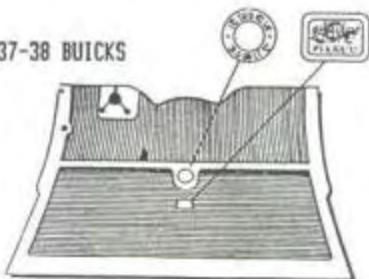
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Index to Volume VIII

EDITOR'S NOTE: As indicated several months ago, Glenn Seymour, who did our Annual Index for several years, was obliged to sell his car and dropped out of the Club. John Breen (#533) generously offered to take over preparing the index, and his first effort is set forth below. John changed the old format somewhat. The index basically follows the categories in the Shop Manuals, except that it's alphabetical. Anyone who is looking at, say, "engine assembly" in the manual can easily see what The Torque Tube has had to say about that subject. (Some categories, of course — e.g. "Harangues" — are not in the Shop Manuals.)

The number before the color refers to the issue number, the number(s) after to the page number(s).

John has gone over the listings in an effort to insure accuracy and completeness; I intended to repeat that exercise myself, but simply did not have time to get it done. There may be some mistakes and omissions; if so, we are sorry, and urge you to bear in mind that if John had not undertaken the effort, there might be no index at all.

THE TORQUE TUBE

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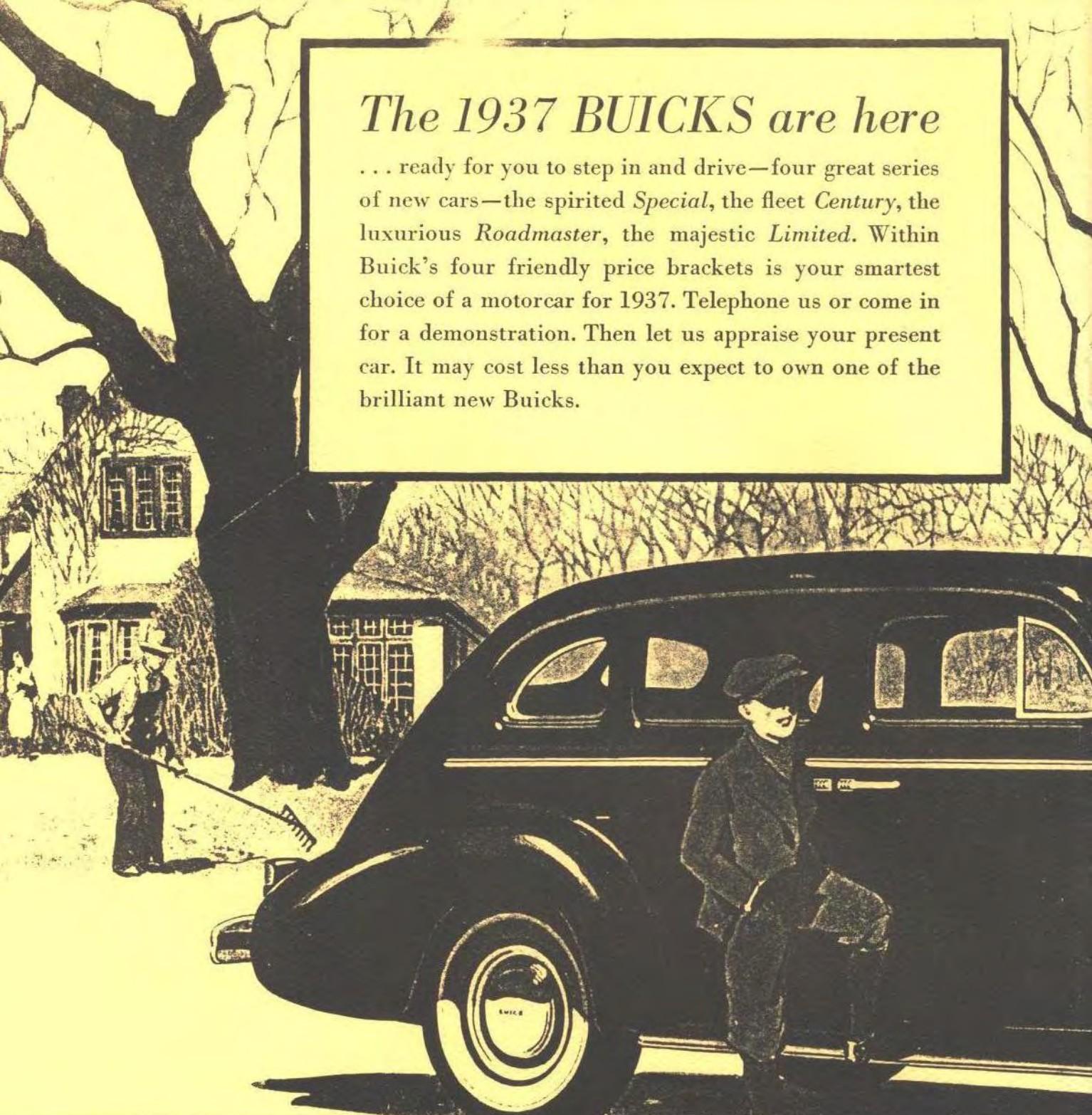
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